

1      **CLAIMS**

2      1. (I) [Currently amended] In a vehicle having a right and left side and substantially massive components, and  
3      having at least one fixed body member connected with substantial rigidity to substantially all of the substantially  
4      massive components of said vehicle, a vehicle structure having an operating position attained during normal  
5      driving conditions and an extended position attained at the time of ~~passenger and operator occupant~~ access to the  
6      vehicle, said vehicle structure having a means to divert the impact energy in lateral impacts to be absorbed by  
7      said vehicle through the at least one fixed body member while ~~releasing the passengers and operators occupants~~  
8      each having mass, weight, left and right sides, a back and a bottom, to move independently of said vehicle, in a  
9      passenger support mechanism with a plurality of elements in a predetermined controlled fashion, in order to  
10     minimize injury to such ~~operators and passengers occupants~~.

11     2. (D) [Currently amended] The vehicle structure of claim 1, further comprising:

12     a) at least one pair of secondary slides each with a first face and a second face, attached by said first face to  
13       the at least one fixed body member on the left side and the right side of the vehicle respectively, the  
14       members of each pair being mounted at the same longitudinal position of said vehicle;

15     b) a plurality of passenger support mechanisms each having ejecting elements and ~~non ejecting elements and~~  
16       each of said passenger support mechanisms mounted in pairs on each of the left and the right sides of the  
17       said vehicle on at least one lateral axis;

18     c) at least one pair of a safety beam lower element each ~~member of said pair fixedly connected to said non~~  
19       ~~ejecting elements of the passenger support mechanisms, and each of said safety beam lower element~~  
20       having a first face and a second face, and said second face attached to the second face of said secondary  
21       slides such that, each of said safety beam lower element are normally fixedly attached by said second face  
22       to the second face of a member of said pair of secondary slide, but become decoupled and thereafter  
23       slidably attached by said second face to said secondary slides along a lateral axis when a lateral shear force  
24       greater than a predetermined force is applied to said first face relative to said second face of said secondary  
25       slides allowing said safety beam lower element attached to said second face of said secondary slides to slide  
26       along said lateral axis relative to said secondary slides, said safety beam lower element mounted on each of  
27       said secondary slides being constructed such that after they are decoupled, they can be guided laterally by,  
28       and are slidably attached to at least one member of a pair of said secondary slides and further positioned on  
29       the said secondary slides at all times such that they are not obstructed by any elements of the vehicle in the

1 event that said safety beam lower element need under collision conditions to traverse the center of the  
2 vehicle to the further side of the vehicle;

3 d) at least one pair of an safety beam upper element each member of said pair having a first face and a second  
4 face, and each of the members of said pair mounted with its first face to the first face of each member of said  
5 pair of said safety beam lower element on the left and the right sides of the vehicle, and fixedly attached by  
6 said second face to the ejecting elements of one of the passenger support mechanisms

7 e) at least one shock-absorbing device and at least one force distributing protector shield both installed to  
8 protect each of the pair of passenger support mechanisms, on each of the left and right sides of the vehicle,  
9 and locked to the fixed body members of the vehicle when in the operating position; and

10 f) internal airbags, each mounted on the outer side of each of said passenger support mechanisms, but inside  
11 said shock absorbers and protector shields, on both the left and the right sides of the vehicle, such that upon  
12 detection of an impact event, the airbag deploys next to said passenger support mechanism(s) and  
13 deploying upwards and inwards to protect the passengers occupants.

14 3. [Currently amended] The vehicle structure of claim 2, wherein said non-ejecting elements of said passenger  
15 support mechanisms comprise the inner arm rest and other elements of the passenger support mechanism  
16 supporting the passenger on the inner side of the vehicle and wherein said ejecting elements of said  
17 passenger support mechanisms comprise the outer arm rest and other elements of the passenger support  
18 mechanism supporting the passenger on the entry side of the vehicle.

19 4. [Currently amended] The vehicle structure of claim 2, wherein said further comprising a non-ejecting  
20 elements of –said passenger support mechanisms consist of a null set of elements and the ejecting  
21 elements of the passenger support mechanism consist of all elements of the passenger support  
22 mechanisms attached to said safety beam lower element

23 5. [delete] (D) The vehicle structure of claim 2, wherein said internal airbags are preinflated attached to a  
24 predetermined pressure.

25 6. (D) The internal airbags of claim 5, further comprising supplementary porous filling materials within said  
26 internal airbags thereby changing the compression characteristics of said internal airbags under impact.

27 7. (D) A method of designing a passenger vehicle, comprising the sequence of:

1 a) designing a ~~human environment that provides more than a minimal expected crash injury level, physical~~  
2 ~~comfort and utility;~~

3 b) designing a vehicle that hosts said ~~human environment to meet vehicle performance characteristics,~~

4 ~~thereby providing a "bottom up" design paradigm that targets human safety and utility as a priority.~~

5 8. (1) ~~A method for impact protection of passengers in a vehicle by minimizing the intrusion of the impacting~~  
6 ~~body into the passenger space and minimizing the peak impact acceleration transferred to said vehicle~~  
7 beam lower element;

8 9. (D) The vehicle structure of claim 2, wherein said ejecting elements comprise one or more of the elements of  
9 said passenger support mechanism that support the back, left side and right side of said passenger, said ejection  
10 providing a means for passenger egress and ingress.

11 10. (D) The vehicle structure of claim 9, wherein said ejection comprises, a downward movement.

12 11. (D) The vehicle structure of claim 9, wherein said ejection comprises, a rearward movement.

13 12. (D) The vehicle structure of claim 2, wherein said ejecting elements comprise one or more elements  
14 supporting the pelvis and upper legs of said passenger, said ejection providing a means for passenger egress and  
15 ingress.

16 13. (D) The vehicle structure of claim 12, wherein said ejection comprises, an upward movement.

17 14. (D) The vehicle structure of claim 12, wherein said ejection comprises, a forward movement.

18 15. (D) The vehicle structure of claim 2, wherein said ejecting elements comprise all support elements for the  
19 passenger, and wherein ejection raises the said ejected elements such that they can be subsequently be either  
20 translated or rotated over the sill of the vehicle side to allow egress and ingress of said passenger.

21 16. (D) The vehicle structure of claim 1, further comprising:

22 a) at least one pair of secondary slides each with a first face and a second face, attached by said first face to  
23 the at least one fixed body member on the left side and the right side of the vehicle respectively, the  
24 members of each pair being mounted at the same longitudinal position of said vehicle;

25 b) a plurality of passenger support mechanisms each having two interlocking parts consisting of an ejecting  
26 element that may be displaced to facilitate egress and ingress, and non-ejecting element and each of said  
27 passenger support mechanisms mounted in pairs on each of the left and the right sides of the said vehicle on

1 at least one lateral axes said non-ejecting element of each passenger support mechanism, having a support  
2 face attached to the second face of said secondary slides such that, each of said non-ejecting elements of  
3 said passenger support mechanisms are normally fixedly attached by said support face to the second face of  
4 a member of said pair of secondary slide, but become decoupled and thereafter slidably attached by said  
5 support face to said secondary slides along a lateral axis when a lateral shear force greater than a  
6 predetermined force is applied to said first face relative to said second face of said secondary slides allowing  
7 said non-ejecting elements of said passenger support mechanism to detach from said secondary slides and  
8 slide along said lateral axis relative to said secondary slides, said non-ejecting elements of the passenger  
9 support mechanism mounted on each of said secondary slides being constructed such that after they are  
10 decoupled, they can be guided laterally by, and are slidably attached to either member of a pair of said  
11 secondary slides and further positioned on said secondary slides at all times such that they are not  
12 obstructed by any elements of the vehicle in the event that said element of the passenger support mechanism  
13 need under collision conditions to traverse the center of the vehicle to the further side of the vehicle, said  
14 two interlocking parts of said passenger support mechaism being locked together while the vehicle is in  
15 operation and unlocked for egress and ingress of the passenger;

16 c) at least one shock-absorbing device and at least one force distributing protector shield both installed to  
17 protect each member of the pair of passenger support mechanisms, on each of the left and right sides of the  
18 vehicle, said force distributing protector shield being pivotally mounted to the fixed members of the vehicle  
19 and locked to the fixed body members of the vehicle when in the operating position; and

20 g) preinflated internal airbags with a first face and a second face, the first face mounted on the outer side of  
21 each of the ejecting elements of the passenger support mechanism, and said second face attached to said  
22 shock absorbers and protector shields, on both the left and the right sides of the vehicle, such that upon  
23 detection of an impact event, the airbag deploys next to said passenger support mechanism(s) and  
24 deploying upwards and inwards to protect the passengers.

25 ~~17.(I) ) In a vehicle having a vehicle structure comprising a right and a left side an independantly ejectable  
26 mechanism for each of said passenger support mechanisms, wherein:~~

27 a) ~~said independantly ejectable mechanisms for the passenger support mechanisms on the left side of the  
28 vehicle are mounted indirectly to fixed body members on the left side of said vehicle to allow said passenger  
29 support mechanisms on the left side of the vehicle to eject by one of: sliding along a lateral axis to a position~~

1 substantially outside and adjoining the vehicle; rotating to face substantially outside the vehicle; extending  
2 to face substantially outside the vehicle and moving outwards from the vehicle, to a position substantially  
3 adjoining the vehicle on the left side thereby allowing said passengers that ride on said passenger support  
4 mechanisms on the left side of said vehicle to egress and ingress from the left side of the vehicle by ejecting  
5 said independently ejectable mechanisms; and

6 b) ~~said independently ejectable mechanisms for the passenger support mechanisms on the right side of the~~  
7 ~~vehicle are mounted indirectly to fixed body members on the right side of said vehicle to allow said~~  
8 ~~passenger support mechanisms on the right side of the vehicle to eject by one of: sliding along a lateral axis~~  
9 ~~to a position substantially outside but adjoining the vehicle; rotating to face substantially outside the vehicle;~~  
10 ~~extending to face substantially outside the vehicle and moving outwards from the vehicle, to a position~~  
11 ~~substantially adjoining the vehicle on the right side thereby allowing said passengers that ride on said~~  
12 ~~passenger support mechanisms on the right side of said vehicle to egress and ingress from the right side of~~  
13 ~~the vehicle by ejecting said independently ejectable mechanisms.~~

14 18. (D) The vehicle structure of claim 17, wherein said passenger support mechanisms each further comprise a  
15 multi-element adjustable seat that provide a means for support to the body of said passenger and a removable  
16 and lockable safety harness that is mounted with safety harness supports to said multi-element adjustable seat to  
17 deploy a surface that will protect and support predetermined parts of the human body when the vehicle sustains  
18 rapid changes in velocity, and wherein said safety harness supports are removable and lockable on at least one  
19 support point and pivotally supported on at least one support point to allow passenger to mount and dismount the  
20 said multi-element adjustable seat.

21 19.(D) The vehicle structure of claim 17, wherein said multi-element adjustable seat includes an adjustable  
22 section near the head and neck which supports said pivotally mounted safety harness supports, thereby allowing  
23 said safety harness to be released at the removable and lockable safety harness supports, to swing on said  
24 pivotally mounted safety harness supports, up and over the head of the passenger to allow the passenger access  
25 to said multi-element contoured seat.

26  
27 20.(D) The vehicle structure as in claim 19, wherein said safety harness comprises:

1 a) a pair of harness support arms that are pivotally attached to the passenger support mechanism in the  
2 vicinity of the head rest on either side, said harness support arms being spring mounted to raise the  
3 harness when removed for egress and ingress;

4 b) telescoping sections with a first end and a second end, wherein said first end is attached to each of said  
5 harness support arms and with said second end attached to a protective shield that is designed to  
6 protect the head and neck under collision conditions;

7 c) harness lower sections that are attached to the lower end of said protective shield and lock into the inner  
8 sides of the arm rests or the sides of said passenger support mechanisms;

9 thereby providing a support surface under frontal impact for the head neck and torso, and providing easy access  
10 for egress and ingress when released from the locks at the harness lower section.

11  
12 21.(D) The vehicle structure of claim 17, wherein said multi element adjustable seat supports said pivotally  
13 mounted safety harness, and wherein said safety harness comprises driving controls mounted on its front surface  
14 away from the passenger.

15 22.(D) The vehicle structure of claim 17, wherein said ejectable multi element adjustable seat comprises arm  
16 rests with operational controls for driving said vehicle.

17 23.(D) The vehicle structure of claim 1, further comprising:

18 a) at least one pair of a safety beam lower elements said pair comprising two members of said pair, each  
19 member of said pair having a first face and a second face, and constructed to provide a means to resist  
20 compressive lateral impact forces, and to provide support for components attached thereto, a member of each  
21 pair of said safety beam lower elements being directly mounted on its second face to the at least one fixed body  
22 member, such that said mounting of the two members of each pair are on each of the left side and on the right  
23 side respectively of said at least one fixed body member of the vehicle respectively, the members of each pair  
24 being mounted at the same longitudinal position of said vehicle;

25 b) at least one pair of a safety beam upper elements said pair comprising two members of said pair, each  
26 member of said pair having a first face and a second face and designed to resist compression, and each of the  
27 members of said pair mounted to the first face of each member of a pair of said safety beam lower element on  
28 the left and the right sides of the vehicle;

29 c) pairs of at least one passenger support mechanism each pair comprising two members, members of said  
30 pairs being mounted on each of the left and the right sides of said vehicle on at least one lateral axis such that the  
31 pair having its members closest to the external surface of the vehicle structure on any one of said lateral axes,

1 constitutes the outermost pair on that lateral axis, and such that the pair having its members closest to the center  
2 of the vehicle structure on any one of said lateral axes constitutes an innermost pair;

3 d) a plurality of impact decoupler/secondary slides each with a first face and a second face, attached by said  
4 first face to one member of said pair of said safety beam upper element on the second face of said safety beam  
5 upper element and said impact decoupler/secondary slides fixedly attached by said second face to one of the  
6 passenger support mechanisms, such that said impact decouplers/secondary slides are normally fixedly attached  
7 by said first face to said safety beam upper element, but become decoupled and thereafter slidably attached by  
8 said first face to said safety beam upper element along a lateral axis when a lateral shear force greater than a  
9 predetermined force is applied to said first face relative to said second face of said impact decouplers/secondary  
10 slides allowing said passenger support mechanisms attached to said second face of said impact  
11 decouplers/secondary slides to slide along said lateral axis relative to said safety beam upper element, said  
12 impact decouplers/secondary slides mounted on each of said safety beam upper element being constructed such  
13 that after they are decoupled, they can be guided laterally by, and are slidably attached to one or more of said  
14 safety beam upper element mounted on a single pair of said safety beam lower element, and further positioned on  
15 the safety beam upper element at all times such that they are not obstructed by any elements of the vehicle in the  
16 event that said impact decouplers/secondary slides need under collision conditions to traverse the center of the  
17 vehicle to the further side of the vehicle;

18 e) internal airbags, each mounted on the outer side of and adjoining each of the outermost said passenger  
19 support mechanisms, on both the left and the right sides of the vehicle, such that upon detection of an impact  
20 event, the airbag deploys one or more of upwards and inwards, next to said passenger support mechanism, to  
21 protect the passenger; and

22 f) pairs of at least one protector assembly comprising a shock absorbing device and a force distributing  
23 protector shield, each of said pairs comprising two elements, said elements of each pair being mounted on the  
24 left and the right side of the vehicle said protector assembly installed to protect each member of the outermost  
25 pair of passenger support mechanisms, on each of the left and right sides of the vehicle, and locked to the fixed  
26 body members of the vehicle to be oriented parallel to the sides of the passenger support mechanisms and  
27 adjoining said internal airbags, when in the operating position and positioned so as to not interfere with ingress  
28 and egress when said passenger support mechanisms are in the extended position.

29  
30 24. (D) A vehicle structure as in claim 23, further comprising deflation devices that deflate said internal airbags  
31 installed on the side of said vehicle away from said lateral impact, immediately following an impact, when an  
32 outward movement of said passenger support mechanisms is detected, thereby providing more space for the  
33 motion of said passenger support mechanisms following said impact and minimizing ejection of said passenger  
34 support mechanism outside said vehicle.

35  
36 31. The vehicle structure of claim 1, wherein said means to move independently of said  
37 vehicle, said passenger support mechanism with a plurality of elements in a predetermined controlled fashion,

1 comprises at least one auxiliary brake with a first braking surface and a second braking surface, said first braking  
2 surface being fixedly attached at and immediately following impact to said passenger support mechanism, and  
3 said second braking surface being attached at and immediately following impact to said at least one fixed body  
4 members of said vehicle.

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6 32. (D) The vehicle structure of claim 23, wherein said internal airbags are preinflated to  
7 a predetermined pressure.

8 33. (D) The internal airbags of claim 23, further comprising supplementary porous filling  
9 materials within said internal airbags thereby changing the compression characteristics of said internal airbags  
10 under impact.

11 34. (D) The vehicle structure of claim 1, wherein said passenger support mechanisms  
12 comprise pressure memory capable materials on the surfaces that are in contact with passengers thereby  
13 enhancing the comfort and safety of passengers.

14 35. (D) The structure of claim 1, further comprising a safety foot switch fixedly attached to  
15 said passenger support mechanism, and positioned in the vicinity of said passenger's feet and programmed to  
16 controls the movement of the passenger support mechanism between said access position and said operating  
17 position, thereby providing passenger control of movement of said passenger support mechanism.

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20 36. (D) A vehicle structure as in claim 23, further comprising shockabsorbing devices that  
21 are fixed to the safety beam upper element at one end and fixed to the locking devices that bind the safety beam  
22 upper element and the attached components to the at least one fixed body members of the vehicle when the  
23 vehicle is operational, thereby providing a means for the safety beam upper element to move in a controlled  
24 predetermined fashion outwards on the far side during a lateral impact, when the locking devices are secured.

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27 37. (D) A vehicle structure as in claim 23, further comprising a flexible stretchable or  
28 folded material that is bound to the edges of the protector shield of the vehicle on one of its edges on such edges  
of protector shield that would normally make contact with the vehicle body, the other edge of the flexible

1 stretchable or folded material is bound to a frame that locks to the vehicle body under operating conditions,  
2 thereby providing a membrane that can hold in body extremities preventing ejection on the far side under side  
3 impact, but also allowing storage of said material in a compressed or folded fashion under normal egress and  
4 ingress beside the frame along with the protector shields with door impact decouplers that fracture or  
5 disengage under impact.

6 d) 38. (D) A vehicle structure as in claim 2, further comprising deflation devices that deflate said internal  
7 airbags installed on the side of said vehicle away from said lateral impact, immediately following an  
8 impact, when an outward movement of said passenger support mechanisms is detected, thereby providing  
9 more space for the motion of said passenger support mechanisms following said impact and minimizing  
10 ejection of said passenger support mechanism outside said vehicle.

11 e)

12 41.[New] A vehicle with a vehicle structure supporting a passenger support mechanism with an occupant, said  
13 vehicle structure having an operating position attained during normal driving conditions and an extended  
14 position attained at the time of occupant access to the vehicle, said vehicle structure having a means to  
15 separate an ejecting part of said passenger support mechanism from a non-ejecting part of said passenger  
16 support mechanism in the extended position of said vehicle structure such that at the time of egress and  
17 ingress to the vehicle by said occupant, the ejecting part displaces from said non-ejecting part to allow  
18 egress and ingress of said occupant without obstruction to said occupant, and said ejecting part having a  
19 means to provide lateral and vertical support to said occupant in the operating position.

20 42. [New] A vehicle with a vehicle structure as in 41, wherein said passenger support mechanism is decoupled  
21 from said vehicle during lateral impact thereby allowing said occupant in said passenger support  
22 mechanism to move in a predefined controlled manner to minimize injury.

23 43.(D) [New] The vehicle structure of claim 1, further comprising:

24 a) at least one pair of secondary slides, attached to the at least one fixed body member on the left side and the  
25 right side of the vehicle respectively, the members of each pair being mounted at the same longitudinal  
26 position of said vehicle;

- 1      b) a plurality of passenger support mechanisms each having ejecting element and a non-ejecting element and  
2      each of said passenger support mechanisms mounted in pairs on each of the left and the right sides of the  
3      said vehicle on at least one lateral axis;
  
- 4      c) a means to attach each of said secondary slides to each of said non ejecting element of said passenger  
5      support mechanism such that, said non-ejecting element is fixedly attached to said secondary slide, but  
6      becomes decoupled and thereafter slidably attached to said secondary slide along a lateral axis when a  
7      lateral shear force greater than a predetermined force is applied to said non ejecting element with regard to  
8      said secondary slide allowing said non-ejecting part to slide along said lateral axis relative to said secondary  
9      slide;
  
- 10     d) a means to attach each of said ejecting elements to said non-ejecting elements such that said ejecting  
11     elements may be displaced to allow egress and ingress of aid occupant without obstruction;
  
- 12     e) at least one shock-absorbing device and at least one force distributing protector shield both installed to  
13     protect each of the pair of passenger support mechanisms, on each of the left and right sides of the vehicle,  
14     and locked to the fixed body members of the vehicle when in the operating position; and
  
- 15     f) internal airbags, each mounted on the outer side of each of said passenger support mechanisms, but inside  
16     said shock absorbers and protector shields, on both the left and the right sides of the vehicle, such that upon  
17     detection of an impact event, the airbag deploys next to said passenger support mechanism(s) to protect the  
18     occupants.

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